

Westerly Westerly Oceanlord



Year: 1987
Location: Lefkas, Greece
LOA: 40' 0" (12.19m)
Beam: 13' 2" (4.02m)
Draft: 5' 0" (1.52m)

Remarks:

Westerly Oceanlord is a classic yacht with a well equipped interior and good blue water capability. An ideal live aboard yacht. She is of course very robustly built. One of the best built boats in the world. Boat is available Now

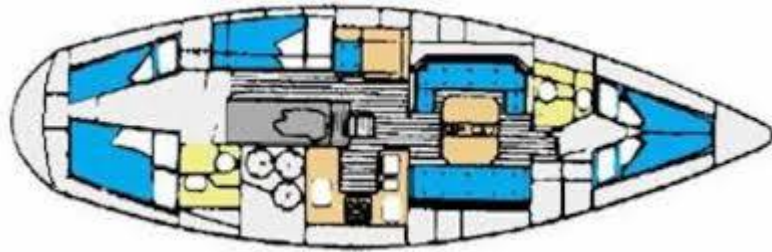
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Mechanical and Rigging

DIMENSIONS

LOA : 12.19m

Beam : 4.02m

Draft (fixed) : 2.1m

CONSTRUCTION

Deck colour : Grey treemaster on decks

Deck construction : GRP

Hull construction : GRP

Decking : GRP

Swim Ladder

Keel :Fin

Rudder :skeg

Drive type:shaft

Helm position : Center cockpit

Steering Wire

Boat purchased by current owner 2000 and on

surveyors recommendation an application 5 coats of gel shield was applied as the hull was very dry.

2016:all anti foul striped and 2 coats of gelshield applied.

TANKAGE

Fuel capacity (Litres) : 205 Litres (stainless steel)

Water :416 ltrs (3 stainless steel tanks) one each side+ 1 bilge

Holding tank : Stainless Steel holding tank with electric pump

Fully cleaned recently(always on)

MECHANICAL

Number of main engines : 1

Engine manufacturer : Volvo 2003T

Main engine power : 43 HP

Main engine fuel : Diesel

Main engine hours : 2674

Propellor : 3 Blade bronze

Rope cutter

ELECTRICAL

Rutland Wind powered generator

Domestic batteries 2x 110 (2014)

Engine battery : 1 x 110 amh / h (2014_

anchor winch battery 1 x 80 Amp/h

Battery charger : Sterling Battery charger 40 amp

Solar charger : 2x 80w Solar Panels mounted on SS gantry

Inventory

SPARS & RIGGING

Type of rig: Sloop

Spars: Aluminium -Kemp

Standing Rigging age: unknown but partly changed and new fore stay 2009

Running rigging :updated as required
Mainsail reefing : in Mast furling
Furling headsail
Spinnaker pole

SAILS

Mainsail #1 (2006 Unknown make) Good cond.
Mainsail # 2 (2006 Unknown) Good cond. Stowed un after double bunk)
Genoa : 1 Furling Genoa (2004) Good
Cruising chute : 1 Cruising chute with snubber (Fwd cabin -hardly used)
Storm jib : 1 Storm Jib with emergency fore stay

NAVIGATION EQUIP.

Autopilot : Autohelm ST7000
GPS plotter : Advansea CPS chart plotter with Med Charts
VHF radio : Navico RT 610
VHF handheld : Icom hand held VHF Speed/log : Autohelm Depth and Speed
Radar : Raytheon

SAFETY

Liferaft : 8 person canister out of service
Fire extinguisher(s)
Lifejackets : 7 including 2 child size
Horseshoe buoy : yes
Dan buoy : 1 plus 2 personal inflatable Danbouys

General note on safety equipment: Any safety equipment such as life rafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owner's specific needs.

DECK GEAR

Primary anchor : CQR (45 lbs) with 70m x 8 mm chain (2011)
Secondary anchor : Danforth with chain and warp
Sprayhood : Polycarbonate windscreen with spray hood
Bimini with side panels, covers full cockpit. (stowed fwd cabin)
Passarelle : Folding, stowed in cockpit locker
Cockpit shower
Full enclosed cockpit tent (stowed when cruising SS frame moves aft to fittings and folds away)
Cockpit cushions
Electric anchor windlass : Lewmar Electric Windlass 2011
Davits
Winches Lewmar 2x48 ST, 1x 32 ST, 1 40ST
Cockpit table-Wooden Folding

TENDER

Inflatable 2.6 "Quicksilver" inflatable floor V shaped -good cond.

MISC

Stainless steel gantry added 2001 (cost EUR2,000)
Suzuki 2.5 HP outboard
Anchor line tape on reel (mounted on rail)

McMurdo EPIRB Batteries tested and OK but out of date.
Generator-Petrol -3 kw (light use-stowed cockpit locker)

Accommodation

All woodwork in teak or teak faced ply. Curtains and tracks in all cabins.

Forward cabin with 2 single berths & infill to make double V. Fiddle shelf, stowage and bins under berths. Reading lights. Part carpeted floor.

Forward shower with WC has been removed so just a shower room (Can easily convert back). Hot & Cold pressurised water. shower. Teak grating. Pumped shower drainage.

Saloon with 2 settee berths and port side double berth conversion. Table with bottle storage & dust tray. Numerous lockers. Holly and teak laminate flooring. Reading lights throughout. Wet locker under companionway.

Navigation Area Table with chart stowage and separate seat. Instrument panel. Navigators berth with hanging locker. Walk through to owners cabin.. Opening Port . Chart light.

Galley. 2 cold boxes (1 with 12V refrigeration unit). 2 Stainless steel sinks. Hot & Cold water supply. Mixer Tap. Filtered water tap. Rubbish Bin. Gimballed cooker with oven and grill. Tiled work surfaces. Storage. Opening port. Manual back up water supply via foot pump.

Aft heads. Marine WC. Handbasin. Hot & Cold pressurised water. Shower. Opening Port. En-suite to aft cabin.

Aft Cabin. Double berth with single sea berth to port. Hanging locker. Vanity table and storage. Stereo Radio with twin speakers. 2 opening ports (Starboard & Port) Reading lights.

Aft cabin also has an infill which can convert the beds to one huge double.

Remarks :

Westerly Oceanlord 41- centre cockpit cruiser with large volume accommodation and good blue water capability. An ideal liveaboard for extended cruising, she is offered at a very sensible price. She is of course very robustly built. Her longish fin keel and big deep spade rudder ensure excellent sailing manners and her roomy cockpit and interior round off what is one of the best cruising boats available.

This example has been loved and maintained.

UK part 1 registered and VAT paid.

Experts comments.

" **Under sail** the boat was impressive, making good progress in the light and accelerating well in the gusts. We got her up to 6 knots close reaching in breezes well below 10 knots. She handled positively, being ready to tak with little way on and willing to feather her way upwind in a narrow channel, which he had expected to require the engine. There was certainly nothing lethargic about this cruising boat. Ed Dubois has produced another good design."

Under Power they said, " We expect spade rudder boats to handle well under power astern, but this was so good it was impossible to tell which way the 'paddle wheel effect' was trying to push the stern. Turning circles astern and ahead was no more than one and a half lengths. It was only at high speed going ahead that prop thrust could be detected.

Conclusion. "Ed Dubois has combined good performance and handling with a large volume interior - and without the latter being obvious from outside. Westerly have used the space sensible and with considerable thought for the owner. Overall, we regard the vessel as an extremely effective performance cruising boat."

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